



**City Council Questions and Answers for  
Thursday, April 06, 2017**

These questions and answers are related to the  
Austin City Council meeting that will convene at 10:00 AM on  
Thursday, April 06, 2017 at Austin City Hall  
301 W. Second Street, Austin, TX



**Mayor Steve Adler**  
**Mayor Pro Tem Kathie Tovo, District 9**  
**Council Member Ora Houston, District 1**  
**Council Member Delia Garza, District 2**  
**Council Member Sabino "Pio" Renteria, District 3**  
**Council Member Gregorio Casar, District 4**  
**Council Member Ann Kitchen, District 5**  
**Council Member Jimmy Flannigan, District 6**  
**Council Member Leslie Pool, District 7**  
**Council Member Ellen Troxclair, District 8**  
**Council Member Alison Alter, District 10**

*The City Council Questions and Answers Report was derived from a need to provide City Council Members an opportunity to solicit clarifying information from City Departments as it relates to requests for council action. After a City Council Regular Meeting agenda has been published, Council Members will have the opportunity to ask questions of departments via the City Manager's Agenda Office. This process continues until 5:00 p.m. the Tuesday before the Council meeting. The final report is distributed at noon to City Council the Wednesday before the council meeting.*

## **QUESTIONS FROM COUNCIL**

Agenda Item # 13: Authorize negotiation and execution of Amendment No. 2 to the Quality Child Care Collaborative (QC3) agreement with WORKSOURCE GREATER AUSTIN AREA WORKFORCE BOARD dba WORKFORCE SOLUTIONS - CAPITAL AREA WORKFORCE BOARD to add the Child Care Local Match Contribution agreement to the QC3 agreement, and to increase funding for this new combined agreement in an amount not to exceed \$359,831 for the period October 1, 2016 through September 30, 2017, with four remaining 12-month renewal options in an amount not to exceed \$909,114 per renewal option, for a total contract amount not to exceed \$4,545,570.

QUESTION: 1) What are the eligibility requirements for this program? 2) Is this program offering benefits to eligible Williamson County residents in the City of Austin? COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER: 1) The Child Care Local Match agreement funds are designated for Continuity of Child Care Services. Low income families residing in Travis County who are enrolled in a Quality rated child care center whose parents are at risk of termination or do not meet the funding guidelines for federal Child Care and Development Fund (CCDF) funding. Priority of Child Care Continuity Services Funding will be allocated to Travis County residents who are: enrolled in CCDF or Local Partner Referred Programming; and enrolled with the highest quality providers in the Child Care Services (CCS) system, which are TRS (Texas Rising Star) and Accredited Providers; and at risk of termination from child care due to one or more circumstances listed as a "gap." 2) This is an interlocal agreement with Workforce Solutions Capital Area and only provides services to residents of Travis County. The services from this agreement only serves Travis County. The Customer's county of residence determines which Board area will serve them therefore, citizens that live in Williamson County area are served by Workforce Solutions Rural Capital Area.

QUESTION: 1) Can staff give an explanation of the unmet need for early childhood services (information on waiting lists and overall picture of the need we are facing)? 2) If we increase our match does that increase the federal dollars or is there a cap? COUNCIL MEMBER ALTER'S OFFICE

ANSWER: 1) Four months ago, prior to the lifting of the mandatory enrollment freeze by the Workforce Commission, Workforce Solutions had about 2400 children on the waiting list for Travis County. The waiting list numbers have gone down, but parents enrolled in a job training program have had significant disruptions in childcare services due to federal regulations in funding. According to a 2015 report from The United Way for Greater Austin (UWATX) Navigation Center, 2-1-1 handled a total of 7354 calls about child care information. Of those calls, over 3800 calls were from families specifically seeking assistance with child care expenses. Furthermore, there are over 1000 families with 1576 children in Travis County currently on the waiting list for subsidies for child care services. 2) No all federal funding for Travis County have been secured. We have reached the maximum for this year.

Agenda Item # 14: Authorization of an agreement with Justice Benefits, Incorporated (JBI) for assistance in obtaining federal Medicaid reimbursements for a 24-month period in an amount not to exceed 18% of all revenue paid to Austin Public Health as a result of Medicaid reimbursements obtained with assistance from JBI.

QUESTION: Is 18% the usual fee or higher than the usual fee for helping people get Medicaid reimbursements? COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER: Staff will be withdrawing this item to allow them to conduct further research.

Agenda Item # 15: Authorize award and execution of a 12-month contract with DOUBLE R FENCING, to provide fencing and fencing related products, in an estimated amount of \$841,785, with five 12-month extension options in an estimated amount of \$809,643 per extension option, for a total contract amount not to exceed \$4,890,000.

QUESTION: Specifically, where is new fencing being installed? Please provide a map. COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER: This contract will provide for installation, maintenance, removal and replacement of fencing at multiple locations on Austin Water's Balcones Canyonlands Preserve (BCP) and Water Quality Protection Lands (WQPL). The attached WCD map shows the location of the BCP and WQPL lands. The fencing will be done on those boundaries where there is currently no fencing or there is a need for improved fencing to protect the City's land assets. Also identified in the contract was additional funding in the first year for fencing for the Searcy tract on the WQPL. Please see the attached Searcy map for this tract location.

Agenda Item # 18: Authorize negotiation and execution of a 36-month contract with JP MORGAN CHASE BANK, N.A., or one of the other qualified offerors to Request for Proposals SMB0302, to provide bank depository services, in an

estimated amount of \$953,392, with two 12-month extension options in an estimated amount of \$394,159 for the first extension option and \$413,867 for the second extension option, for a total contract amount not to exceed \$1,761,418.

QUESTION: Can you please provide the Community Reinvestment Act ratings for all respondents, as well as their responses to section F.2 Community Reinvestment Act (CRA) of the Solicitation Package? MAYOR PRO TEM TOVO'S OFFICE

ANSWER: All four respondents to the solicitation received "satisfactory" CRA ratings for Texas. We are contacting the respondents to get approval to release section F.2 of their proposals.

Agenda Item # 43: C14-2016-0124 - Parmer Business Park - District 1 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as Southwest Corner of East Howard Lane and Harris Ridge Boulevard (Harris Branch Watershed) from limited industrial services-planned development area (LI-PDA) combining district zoning to limited industrial services-planned development area (LI-PDA) combining district zoning, to change a condition of zoning. Staff Recommendation: To grant limited industrial services-planned development area (LI-PDA) combining district zoning, with conditions. Zoning and Platting Commission Recommendation: To grant limited industrial services-planned development area (LI-PDA) combining district zoning, with conditions. Owner/Applicant: Karlin McCallen Pass, LLC (Matthew Schwab). Agent: Armbrust & Brown, PLLC (Richard T. Suttle). City Staff: Sherri Sirwaitis, 512-974-3057.

QUESTION: 1) The applicant is requesting to develop Lots 6 and 14, which is about 53 acres of the larger LI-PDA zoned 300 acres, with MF-3 standards. Will you please calculate how units could be built under MF-3, and calculate how many daily and peak hour trips this would generate on the surrounding streets? 2) Under ordinary circumstances, what would the rough proportionality equal in terms of traffic mitigation that transportation staff would recommend under an MF-3 scenario? (If necessary, please use the TIA provided to TXDOT under a previous development produced on this parcel). 3) Will staff please calculate the number of units possible, and the daily and peak hour trip counts under an MF-2 scenario? What would be the rough proportionality in traffic mitigation for an MF-2 scenario? 4) TXDOT required a Traffic Impact Analysis (TIA) for portions of this larger 300-acre parcel, and required traffic mitigation for Parmer Lane. Will staff please provide the Council copies of that TIA, and a list of the improvements that were required by TXDOT? 5) Please provide any information available on the Level-Of-Service (LOS) and traffic counts for the intersections of Harris Ridge Blvd/E. Howard Lane and Harris Ridge Blvd/Parmer Lane. This can be information that has been provided in the TIA produced for TXDOT or a TIA produced by another nearby development, and traffic counts provided by CAMPO. 6) There are several large residential and commercial developments occurring, or soon to occur, in this area. Has our Transportation and Development Services staff looked at the overall impact of

these emerging developments on the surrounding streets (i.e., Parmer Lane, E. Howard Lane, Tech Ridge, Harris Ridge, Harris Ridge, etc.)? 7) Please indicate the sidewalks being provided by the developer along the western side of Harris Ridge Blvd north of Briargate Drive adjacent to Lots 6 and 14 where there is an unfinished gap that extends to E. Howard Lane. 8) Please indicate the total amount of parkland dedication required, as well as the parkland development fee. COUNCIL MEMBER POOL'S OFFICE

ANSWER: 1-7) Due to the technical nature of the questions, staff is unable to provide a response in the time given. Staff will continue to work on responses. 8) This is a standard zoning case, and parkland dedication is not determined until subdivision or site plan (except for MUDs and PUDs). The tract was subdivided in 2016, but at that time it was planned for non-residential use, so no parkland dedication was required. If the multifamily use is approved, parkland dedication will be determined at resubdivision or site plan.

QUESTION: 1) Following up on the response given by staff regarding the technical nature of the original question; is it possible to use the rough proportionality online worksheet provided to the public at the following link: <http://www.austintexas.gov/roughproportionality> to calculate a rough figure on the impact of the traffic from this development on the surrounding roads? 2) Using that tool and a 1,200 multi-family units figure provided by the applicant, we reached a total with the city's online rough proportionality tool of \$2,313,073. Given the information we have been provided by the applicant, does this figure appear to be a correct approximation of the rough proportionality on this project? 3) Also, using the International Transportation Engineer's (ITE) guidelines on trips, with 1,200 multi-family units, this project will generate 7,362 unadjusted trips. Can you confirm that this is the correct calculation? 4) What are the limits in the Planned Development Agreement in terms of requiring a Traffic Impact Analysis and achieving off-site improvements for this project? COUNCIL MEMBER POOL'S OFFICE

ANSWER: See attachment.

Agenda Item # 49: Conduct a public hearing to amend the Imagine Austin Comprehensive Plan by adopting the Austin Strategic Housing Plan.

QUESTION: 1) Page 27 of the report discusses Low Income Housing Tax Credits and recommends that the City consider strategically prioritizing support for applications based on community priorities. Please provide examples of what that might look like and what policy changes would be required to act on that recommendation. 2) Please provide copies of any strategic housing plans adopted by other municipalities that are good models of effective affordable housing strategies. COUNCIL MEMBER ALTER'S OFFICE

ANSWER: Staff is preparing answers, and will provide a comprehensive response for all Q&A's for the April 13, 2017 Q&A report.

QUESTION: 1) The Strike Fund is mentioned in the Strategic Housing Plan as one of the tools to preserve existing affordable housing – the original goal was to preserve 20,000 units over 20 years. There is some language about the structure of the fund, but can staff share more details about how the fund might be structured, what is the MFI level that the fund would focus on, and how would the ownership and management of the properties be handled? 2) This question is being asked by other offices, but if we adopt this plan with policies such as relaxed parking requirements and increased occupancy limits within it, does that mean that we in effect adopting the policies as they are described in the Strategic Housing Plan? 3) Can the staff describe the feasibility of some of the goals described within the plan? Some seem achievable, others do not. Can you assist us in determining which ones are feasible? 4) On page 32, the plan discussed revising regulations on small lots, reducing parking requirements, lot width and setback requirements as part of a density bonus program. How would something like this work within existing neighborhood plans? 5) Can you point to studies showing that more housing supply successfully leads to lower housing prices for various levels of income, including those below 80% MFI? COUNCIL MEMBER POOL'S OFFICE


ANSWER: Staff is preparing answers, and will provide a comprehensive response for all Q&A's for the April 13, 2017 Q&A report.

AHFC Agenda Item # 2: Authorize a \$300,000 increase in funding previously authorized by AHFC Motion No. 20140417-AHFC002 for the negotiation and execution of a loan agreement with the University of Texas Inter-Cooperative Council, Inc., for a total loan amount not to exceed \$928,089, that will assist with the development of a low-cost, cooperatively-managed housing facility for post-secondary students at 915 West 22nd Street in the University Neighborhood Overlay District. (District 9)

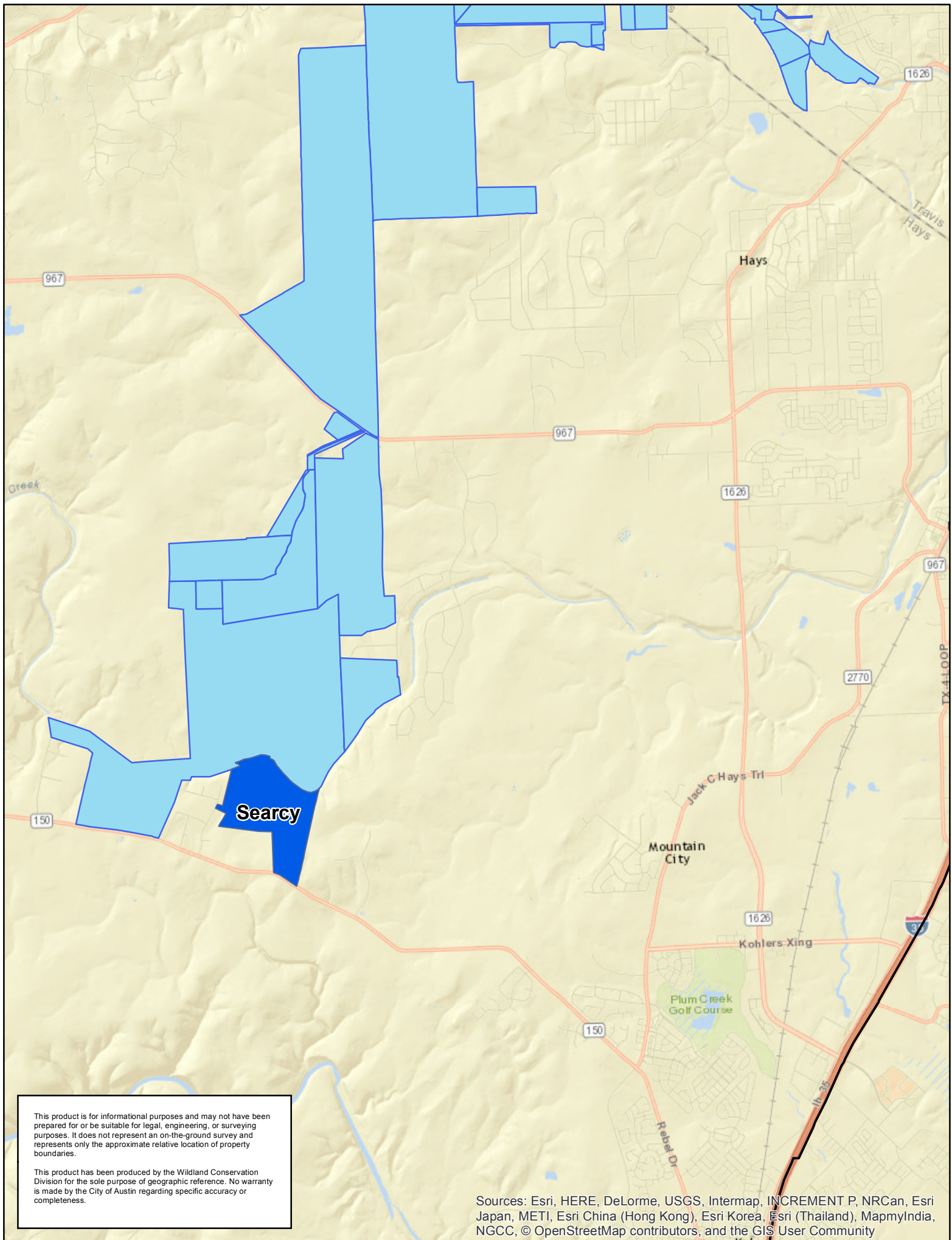
QUESTION: Are any City of Austin taxpayer dollars being used to subsidize the Schulze Co-Op? COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER: The funds being used to assist the University of Texas Inter-Cooperative Council for the Schulze Co-Op were fees-in-lieu of additional on site affordable housing paid to the City by a variety of developers into the University Neighborhood Overlay (UNO) Trust Fund. The funds were paid to allow for additional height and/or density for student housing within the boundaries of the UNO District. Funds paid into the UNO Trust Fund can only be used on affordable student housing developments located within the UNO District as is the Schulze Co-Op on 915 West 22nd.

**END OF REPORT - ATTACHMENTS TO FOLLOW**

 For assistance, please call 512-974-2210 or TTY users route through 711.



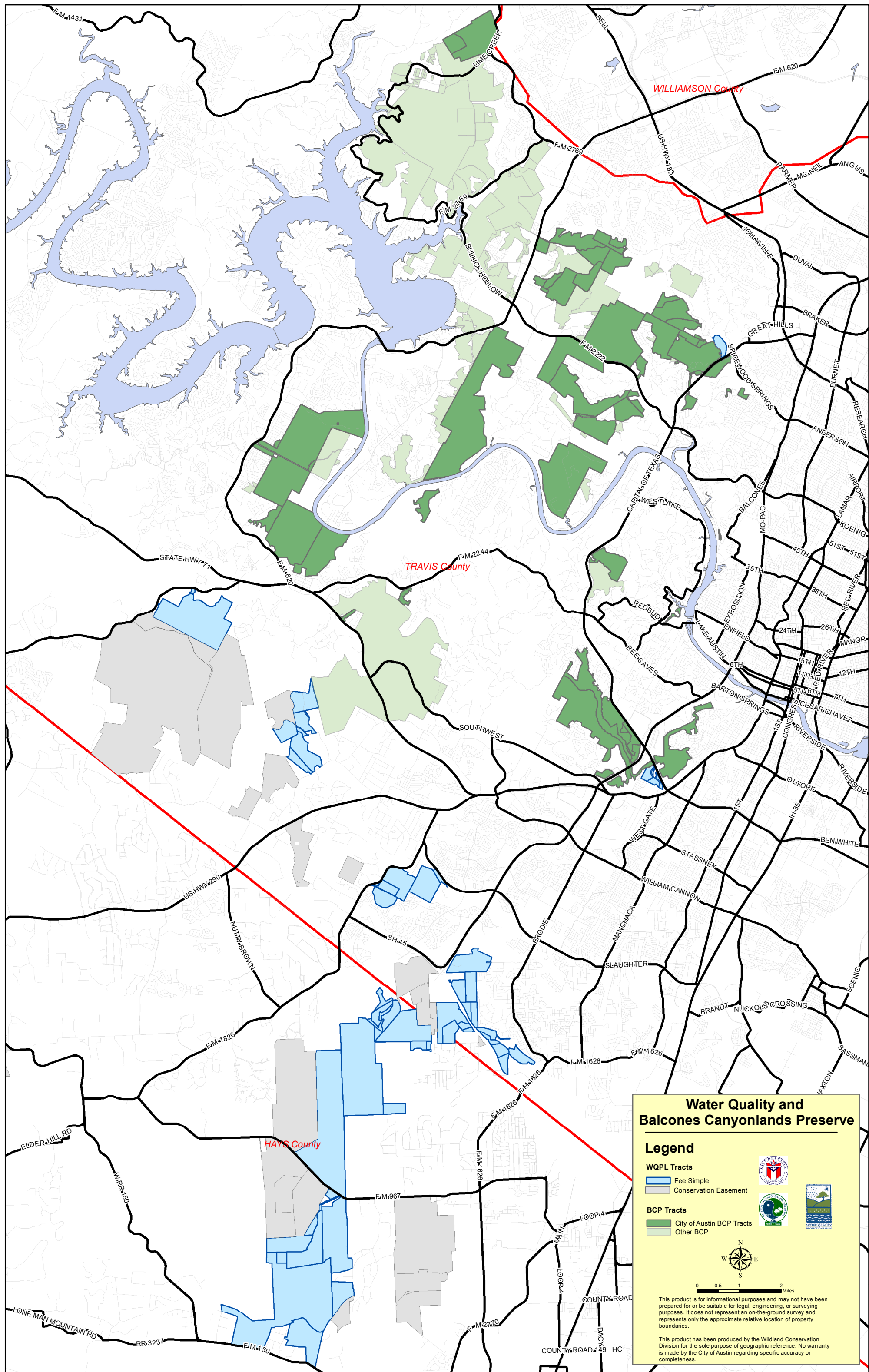


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### Council Question and Answer

Related To

Item #43

Meeting Date

April 6, 2017

### Additional Answer Information

**QUESTION:** ) Following up on the response given by staff regarding the technical nature of the original question; is it possible to use the rough proportionality online worksheet provided to the public at the following link: <http://www.austintexas.gov/roughproportionality> to calculate a rough figure on the impact of the traffic from this development on the surrounding roads? 2) Using that tool and a 1,200 multi-family units figure provided by the applicant, we reached a total with the city's online rough proportionality tool of \$2,313,073. Given the information we have been provided by the applicant, does this figure appear to be a correct approximation of the rough proportionality on this project? 3) Also, using the International Transportation Engineer's (ITE) guidelines on trips, with 1,200 multi-family units, this project will generate 7,362 unadjusted trips. Can you confirm that this is the correct calculation? 4) What are the limits in the Planned Development Agreement in terms of requiring a Traffic Impact Analysis and achieving off-site improvements for this project? COUNCIL MEMBER POOL'S OFFICE

### ANSWER:

1) Following up on the response given by staff regarding the technical nature of the original question; is it possible to use the rough proportionality online worksheet provided to the public at the following link: <http://www.austintexas.gov/roughproportionality> to calculate a rough figure on the impact of the traffic from this development on the surrounding roads?

The online version of the rough proportionality worksheet referenced allows anyone to input the land use and intensity for a given development and obtain a cost equivalent of the impact of the traffic demand placed on the transportation network. A simple input of 1,200 apartments units will result in the output of \$2,313,073 as the cost equivalent of the impact of the traffic demand placed on the transportation network. This rough proportionality analysis is only reflective of the potential maximum value of mitigation that may be required of the developer by the City as part of the project. Trip reduction factors and other mitigating elements are often provided through the Traffic Impact Analysis document to assist in the completion of the rough proportionality worksheet which may result in reductions to the maximum roughly proportional share determined by the City's adopted model.

2. Using that tool and a 1,200 multi-family units figure provided by the applicant, we reached a total with the city's online rough proportionality tool of \$2,313,073. Given the information we have been provided by the applicant, does this figure appear to be a correct approximation of the rough proportionality on this project?

The output from the City's rough proportionality model represents the maximum cost equivalent of the of mitigation measures that may be required of the developer to mitigate the impact of the traffic demand placed on the transportation network by the project. In the absence of a current Traffic Impact Analysis staff is unable to determine the appropriate level of mitigation that may be necessary to offset any impacts to transportation network with this project. The City's rough proportional model is only intended to verify that the mitigation required of the developer by the City is in compliance with state and federal requirements. The rough



proportional model does not represent a methodology for determining the amount of mitigation necessary to offset the impacts of a proposed development.

*3. Also, using the International Transportation Engineer's (ITE) guidelines on trips, with 1,200 multi-family units, this project will generate 7,362 unadjusted trips. Can you confirm that this is the correct calculation?*

The 9th Edition of the ITE Trip Generation Manual provides two estimates for daily trips for this land use (220). The equation estimates 7,396 daily trips and the average rate estimates 7,980 daily trips. Given the scale of the development and best practice guidance from the ITE Trip Generation Handbook, staff would recommend the use of the equation and a value of 7,362 unadjusted trips.

*4. What are the limits in the Planned Development Agreement in terms of requiring a Traffic Impact Analysis and achieving off-site improvements for this project?*

As outlined in Section 5 of the Site Development Standards attached to the approved PDA Ordinance (98-0226-G), the language below prohibits staff from requiring a Traffic Impact Analysis or off-site improvements.

Section 5. Transportation

"No traffic impact analysis shall be required in connection with any zoning, subdivision, site development permit, or other city permit or approval with respect to the Property. No off-site traffic improvements shall be required in connection with any development."